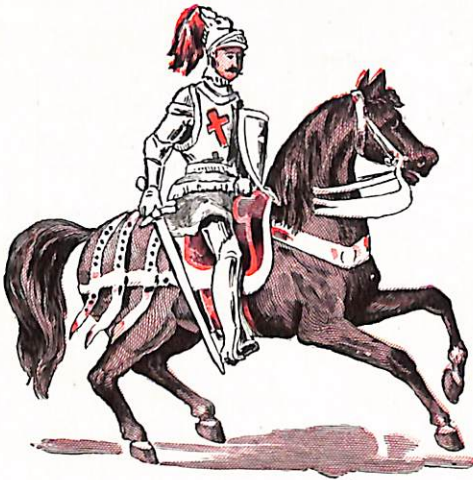




ITINERARY.

Crawfordsville Commandery,

No. 25.

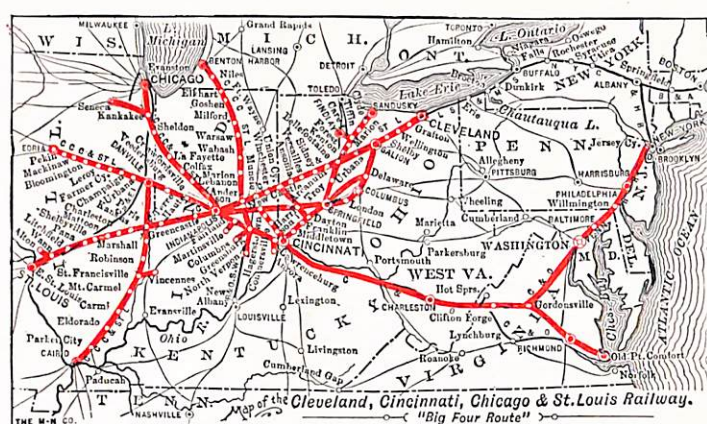


**KNIGHTS
TEMPLAR.**

TRIENNIAL CONCLAVE.

BOSTON, AUGUST, 1895.

BIG FOUR ROUTE.



Information in Regard to the Pilgrimage.



OUR Sir Knights and their many friends will remember with pleasant recollection our delightful trips to Washington, D. C., Denver, Colorado, and other Triennial Meetings, but all are looking forward to the Boston trip as being one of the grandest yet experienced, owing to the magnificent route that has

been selected by the Committee.

The Committee have arranged for two first-class vestibuled sleepers, and one first-class vestibuled day coach. The accommodations in these cars will be at a premium, long before the day on which our train is to start, and it is the urgent wish and request of the Committee, that all Sir Knights and their friends who expect to accompany us on this trip will, at the earliest moment possible, reserve their accommodations with the Triennial Committee, so that ample arrangements may be made for all who desire to go. The price of the Railroad ticket for the round trip from Crawfordsville, will be \$28.80 for each person, and if any lower rates are offered by any other Railroad, our Commandery will also receive the benefit of any reduction.



Sleeping Car Rates.

From Crawfordsville, on our special train through to Boston, (one way) will be \$8.00 per double berth; each double berth accommodating two persons. This rate will give us the entire and exclusive use of two sleepers from Crawfordsville to Boston, covering three full days and nights.

Accommodations in Boston.

Our Committee have secured accommodations in elegant apartment houses in the city of Boston, with all modern conveniences, for 75 people at \$1.00 per day for each person, not including meals. It is very essential for the Committee to know whether we will need accommodations for more than the above number, so as to secure the extra accommodations in advance, as they cannot be secured after leaving here, and those who have not secured their accommodations in advance will have to look out for themselves and do the best they can.



he Itinerary.

Leaving Craw-
fordsville at ^{4.30}~~7.00~~

P. M., August 21,
via **Big Four Route**
our Commandery,
or perhaps more
appropriately, our

big family, are seated in
the new and elegant ves-
tibuled sleeping cars in
which great richness in

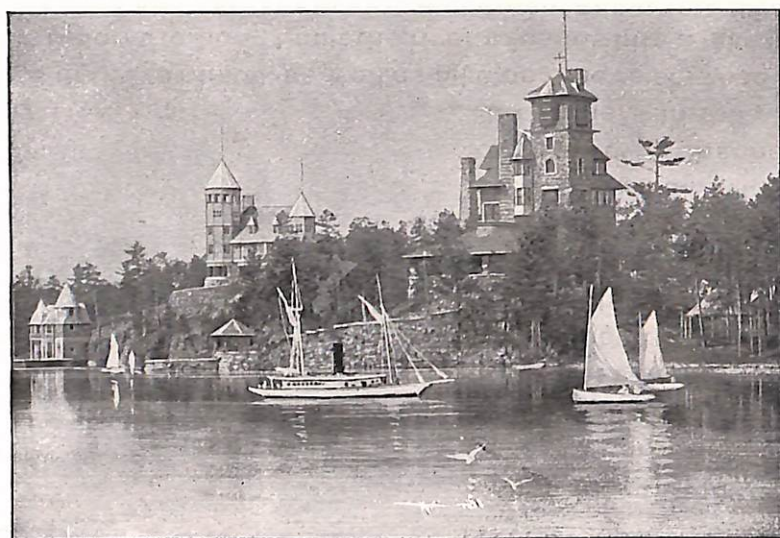
upholstering and fine finish is
displayed, and in which every
convenience known to modern
traveling is at our command.
We make a short stop in India-
napolis and the train will then
speed on for Cleveland and

Buffalo. Passing through the center of Indiana's famous
gas fields and factory towns, arriving at Niagara Falls about
11:30 o'clock Thursday morning, August 22. Many of our
party have no doubt visited this wonderful place, but those
who have not will see one of the grandest sights to be
found on this continent, if not in the whole world. It is not
necessary for one to secure a cab to see the sights, but by
following the instructions here given, it will take you to the
principal points of interest with but little walking. You can
take an electric car at the Depot that will land you within one
block of the Falls, which is the nearest point in Prospect

Park, where you get the best view of the entire Falls from the American side. It is called Prospect Point, and is right at the edge of the Falls. It commands a view of the American and Canadian Falls combined. From this point, you will walk up the river bank a distance of two blocks and across the bridge to Goat Island, and taking the first path to the right or leading towards the Falls through a beautiful strip of woodland, a distance of two blocks, when you find another grand view of the Falls, and many interesting places to visit. Continuing your walk to the left for a short distance, you will find long steps leading down to the point, in the center of the Falls, which marks the line between the United States and Canada. This trip should not consume over three hours of your time, then retracing your steps or taking Park Bus (20 cents) back and across the river bridge, and return to Prospect Point from which you originally started. At this point, those who choose can take the inclined tunnel down to the steamboat landing, to the river below, where you can either rent rubber overcoats and gossamers and go under the Falls, or take a steamboat ride and view the Great Falls from the river below, after which walk across the Suspension Bridge, (which is only one block from Prospect Point) to the Canadian side. The finest and most complete view of the Falls and River can be had on the Canadian side from the electric cars that run close along the river bank. The electric car line extends from Chippewa above the Falls along the Canadian bank in full view, passing the Whirlpool Rapids, and extending to Lewiston twelve miles. To fully appreciate the Whirlpool Rapids, you must descend to their level at some point, for you can not understand their full force at a point 150 feet above them. Return for supper by 5:00 P. M. Our special train will leave about 6:00 P. M., for Clayton, which will be reached early the next morning.

Friday, August 23rd.

At Clayton, we will be transferred to the "Steamer Empire State," and your writer can assure you that you will spend a day never before equalled. A picture you little dreamed of, will be stamped on your minds, an image of beauty, to remain there indelible forever. This will be the trip to Montreal, occupying another day, and from its inception at Clayton wharf to the landing in Montreal, is a succession of changing delights embracing a panorama



GEORGE M. PULLMAN'S CASTLE.

of shifting scenes in endless variety. The islands number nearly two thousand, and are of every conceivable size, shape and appearance, from the merest dot on the water to an extensive tract of many acres. At times the steamer passes so close to these islands that you think you can almost touch them with your cane; while looking ahead it appears as though further progress were effectually barred.

A channel suddenly appears, and you are whirled into a magnificent amphitheater of lake that is to all appearance

bounded by an immense green bank of moss, evergreens and ferns. As our journey progresses our vision is greeted, not by castles in ruins as in a tour of the Rhine in Germany, but by views of castled towers in architecture, and of most costly and elegant designs ranging in cost from \$10,000 to \$250,000. The latter amount being the cost of the gorgeous castle of George M. Pullman, which our boat will pass just after leaving the Thousand Island Hotel.

Rapids of the St. Lawrence.



The first rapids, the Gallopes, are unimportant, and the enthusiasm of the passengers is not fully aroused until the arrival at the Long Sault. These are nine miles in length, divided in the center by several islands forming two channels.

The scenery in the passage of these rapids, as well as all along the river is beautiful. Below the Long Sault the river expands into a lake five miles wide and perhaps twenty miles long. Below this lake is the famous Lachine Rapids. The last and grandest of all the rapids of the St. Lawrence. He who misses the ride through these rapids will miss one of the grandest and most enjoyable experiences on the entire trip. After passing these rapids the passengers will soon behold the famous Victoria Bridge, spanning the great river. A bridge which cost over \$6,000,000. In twenty minutes more we land at our wharf in Montreal, the principal city of both British Americas.

Any person not wanting to take the Steamer down the

St. Lawrence can remain in the cars and meet the balance of the party at Montreal.

Our party will leave Montreal about ~~8:00 P. M.~~ ^{5:00 P. M.} ~~Friday~~ ^{Saturday} evening, for a daylight ride Saturday, August 24, through the White Mountains. The attractions and beauties of which must be seen to be fully enjoyed. This mountain scenery will favorably compare with any to be found anywhere in this country or in Switzerland. Our train will reach Fabyans for breakfast. Fabyans is a railroad station near the foot of Mt. Washington, and with the naked eye one can trace the cars on the Cog Railroad as they force themselves up to the summit of this, the highest mountain in all New England. On leaving Fabyans we continue through this beautiful mountain scenery of old New England until our train reaches Boston at about 1:00 P. M. Your writer will make no comments upon the places of interest to be visited in Boston as they will be found in another pamphlet issued for that purpose. To secure stop-over privileges on the return trip, leave Boston in time to arrive home by September 12th.



JERSEY HEIGHTS, 1,000 ISLANDS.

The Return Trip.

At Boston our party will be somewhat divided, but whether we leave individually or collectively, it will be by rail from Boston to Fall River. (At the present time the famous Fall River steamers for New York only leave in the evening, but it is quite likely that the company will add a line of day steamers.) These steamers will touch at the wharf of Newport, Rhode Island. Newport being the most fashionable, the most aristocratic summer resort in America. The ride from Fall River will not be upon the main ocean, but on Long Island Sound; the steamer being in sight of land on both sides all the way down to New York City. The ride is about eight hours. From New York City there are many excursion boats on the Hudson River in which one can have a delightful trip on this famous stream. Also on this river will be found the docks of the ocean steamers. Some of these steamers are always in port and are accessible to all visitors, who care to go through them.



WARNER'S ISLAND, 1,000 ISLANDS.

The ride from New York to Philadelphia is ninety miles, trains leaving on the Pennsylvania Line every hour. There is also much of interest to see in this city, includ-

ing the railroad station in which you land, which is one of the largest in the world. Passing from Philadelphia to the City of Baltimore is a ride of 100 miles. From Baltimore to Washington City is forty miles. This city furnishes much of interest to the tourist. Our Capitol building is the finest and largest in the world. The city is blessed with beautiful parks and broad streets, and its many handsome government buildings and residences, places it on an equality with the beautiful city of Paris. The authorities in the different government buildings at Washington are always courteous to tourists, and are ready to send guides with you to explain every thing in the different buildings.



ALONG THE GREENBRIER.—C. & O. RAILWAY.

From Washington City boats leave every morning for a trip down the Potomac to Mt. Vernon. (A ride of eighteen miles each way for \$1.00.) Here is the old home of George Washington and his wife; the rooms where each died have been preserved in their original state, as they were occupied by the Father of Our Country at the time of his death. None of our party should fail to make this trip. Side trips may be made to Old Point Comfort and

Hampton Rhodes, and the Natural Bridge. We leave Washington over the Chesapeake and Ohio road which passes through the famous Shenandoah Valley, and by securing a map from the railroad company given free, you will find that this line of road passes over a continuous battlefield for a hundred miles. and through the most beautiful parts of the Allegheny Mountains. We also pass through White Sulphur Springs, Virginia, where stop-over tickets will be granted to those who wish to visit this beautiful place. Our journey continues on to Cincinnati, and thence to the Hoosier Athens of Indiana, which you no doubt will have decided is the most beautiful place and the dearest spot on earth, Home.

Committee,	{	GUS. TRUITT,
		GEO. W. GRAHAM,
		JOHN C. WICKER,
		CHAS. GOLTRA,
		L. A. FOOTE.

